

Serial No. 09/401,116

Atty Dkt No. 98-1449

IN THE DRAWINGS:

Responsive to the Examiner's objections, Applicants propose amending Figures 1-4 of the drawings as shown in red ink in the attached sheets of drawings. More specifically, in Figures 1-4, Applicants have included the missing reference numerals recited on pages 6-10 of the specification. In addition, minor drawing corrections have been made to the tubes 108 in Figures 1-2 as shown in red ink. More specifically, the drawings have been amended to illustrate the conically shaped catalysts inserted into the tubes as described in the specification. No new matter has been added. Upon approval by the Examiner, Applicants will submit corrected formal drawings upon receipt of a Notice of Allowance.

IN THE SPECIFICATION:

Please replace the following paragraphs in the specification as shown below. For the convenience of the Examiner, an Attachment for Specification Amendments showing a marked up version of the replacement paragraph is appended.

Please replace the paragraph starting on page 5, line 15 in the Brief Description of the Drawings with the following:

A1
Figure 1 is a side view of the catalyst system of the present invention, in a six cylinder V-configuration engine;

Please replace the paragraph starting on page 6, line 22 in the Detailed Description of the Preferred Embodiment with the following:

A1
The shell 106 includes an exit portion 112 disposed at the downstream end 114 thereof. The exit portion 112 leads to an exhaust pipe 116 that runs longitudinally with the vehicle and preferably exits near the back end thereof. Figure 2 illustrates the catalyst system 100 with the engine 102 removed from illustration. Figure 2 also includes a portion of the shell 106 cut away so that a section of the internals thereof can be illustrated. The tubes 108 of the preferred embodiment shown in Figure 2 can be more particularly identified as forward-

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49 most 200, medial 202, and rearward-most 204. Each tube 200, 202, and 204 includes a conically shaped catalyst inserted therein. The forward-most tube 200 includes a forward-most conical catalyst 210, the medial tube 202 includes a medial conical catalyst 212, and the rearward-most tube 204 includes a rearward-most conical catalyst 214. The specific shape and orientation of the catalysts 210, 212, and 214 shall be discussed subsequently in detail. Shell 106 houses a main catalyst brick 220 which extends substantially to the exhaust pipe 116.

Please replace the paragraph starting on page 9, line 23 in the Detailed Description of the Preferred Embodiment with the following:

AS Figure 4 illustrates a second embodiment of the present invention. The general construction is somewhat similar to that described in detail in the first embodiment, therefore, only the differences will be described in detail. The main catalyst brick 220 in the second embodiment includes a plurality of angled surfaces 400, 402, and 404 at its upstream end. The number of angled surfaces corresponds to the number of exhaust ports 104 of the engine 102 in that particular region or side of the engine 102. Each angled surface 400, 402, and 404 is substantially parallel with the rear surface 310 of the conical catalysts 210, 212, and 214. The main catalyst brick 220 include surfaces that are parallel with the flow of exhaust gases 320 that interconnect the angled surfaces. Surface 406 interconnects angled surface 400 and 402 and surface 408 interconnects angled surface 402 and 404. Surfaces 406 and 408 include a flow restrictor 410 extending therefrom and abutting the shell 106 between the tubes 108. Flow restrictors 410 limit mixing within open chamber 312 and direct the exhaust gas flow from the conical catalysts 210, 212, and 214 to the main catalyst brick 220.